

Henri Duong
316 1/2 E Glendon way
Alhambra, CA-91801

January 31, 2005

Subject: Response to your office action regarding Patent application
no. 10/725,226 filing date: 12/01/2003 Art Unit no. 3683

Matthew C Graham
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

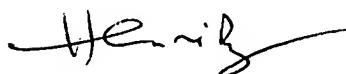
Dear Mr. Graham,

In reply to your office action on 01/11/05, Claims in my application are reorganized to instruction in your recent letter.

I believe it will be acceptable to meet requirement in the scope of the protection of the invention.

I appreciate to have your further assistance.

Respectfully,



Henri Duong

RECEIVED
MAR 08 2005
GROUP 3600

Henri Duong
316 1/2 E Glendon way
Alhambra, CA-91801

January 31, 2005

Statement

I, undersigned Henri Duong, inventor resides at

316 1/2 E. Glendon way
Alhambra, CA-91801

I hereby state that certain elements are added to my patent application as below:

- A mini-motor should be added to perform automatic brake releasing and to unlock the brake under reacting of a third sensor at longer distance, a revert timer be used to switch off third sensor during heavy traffic.

Amendments are to be useful to the invention that my application is being short.

Very truly,



Henri Duong

CLAIMS

1. What I claim as my invention is : Detectable automatic braking system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motorcycles, airplanes, ships, etc., including:

Sensor(s)/radar(s) or detecting devices equipping in the front (top) of vehicle and at its rear (top) part for detecting at a distance between two vehicles or obstruction, once obstruction is detected, sensor(s) sending information to switch braking unit on to brake the car automatically to stop its running,

installation and using of Detectable automatic braking system in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships, etc., wherein using sensor(s) to detect and to respond by detected result to braking unit to perform automatic braking action,

and braking by pressing or pulling manner, new pedals on FIG. 36, FIG. 37, rubber boot, safety covers on FIG. 35, braking positions against extra brake outlets on FIG. 38, automatic braking pedals L23 to L37 for proper automatic braking use without causing movement of vehicle pedal L shown on FIG. 39, FIG. 40, using their main parts wherein or movement of any other equipments, instruments having braking effect; using movement of force by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils, etc, using sensors or any other wire/wireless detectable devices; radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras, etc, having heating effect against snow, accessories.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force on FIG. 1, FIG. 2 of triangle wheel structure.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force on FIG. 3 to FIG. 5 of triangle wheel structure Duo.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor on FIG. 9, FIG. 10, FIG. 6 of triangle wheel structure Du.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor on FIG. 12 of round wheel structure Duo-A.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force on FIG. 14 of round wheel structure Duo-a.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor; its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame on FIG. 16 of screw & unscrew structure Duo-B.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring on FIG. 18 of axis-gear structure Duo-C.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel with connecting rod, pressing to an extra outlet built from brake original booster/master cylinder to brake, braking locked by lock device and released by driver's button using

revert spring force at back spin on FIG. 20 of extra outlet structure Duo-D.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts oscillator moving the frame, on which an extra outlet with hose, connecting rod kit in air releasing spring unit placing with ball bearing centered to a wheel, pressing to a rubber cover wheel manufactured as a part of double pulley rotated by car engine to brake, braking locked by lock device, released by driver's contact on FIG. 22 of moving frame structure Duo-E.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to drive a rectangular bracket pressing on pedal part to brake, braking locked by lock device, released by driver's button and spring force on FIG. 24 of bracket drive structure Duo-F.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its bar pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring on FIG. 26 of direct spin structure Duo-G.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its oval wheel pressing on pedal part to brake, wheel locked by lock device, released by driver's button and rewind spring on FIG. 28 of oval wheel structure Duo-H.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts motor to rotate its hexagonal wheel pressing on pedal part to brake, inner wheel locked by lock device inside motor during braking, released by driver's button and rewind spring on FIG. 30 of hexagonal wheel structure Duo-I.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts both functioning of motor braking and pressing button standby of mini-motor which will rotate to draw lock device resulting from earlier pressing action releasing the brake automatically just after sensor(s) detecting free, of automatic releasing process.

Detectable automatic braking system referring to claim 1, wherein brake motor be fixed between supporting springs, appropriate motor rotating at a speed to brake a car fast enough to stop its running, if using motor spinning at both sides: one side to brake and the other side to release at low speed replacing spring force, in which switch turning brake motor off prior to braking and locking, lock; pushing a bracket over edge point of a bar/rod under spring force be blockade in device and releasing by cable drawing opposite side of rod on Du7, J2e of FIG. 9 and D7, J2d of FIG. 20, of lock device.

Detectable automatic braking system referring to claim 1, wherein automatic water switch equipped to be connected by raining water between electric wires to turn on second sensor in the front of car for detecting at a longer distance to earlier stop car running on wet, drying water by wind to extinguish the function of second sensor/radar after raining over on FIG. 42, of automatic water switch.

Detectable automatic braking system referring to claim 1, wherein a third sensor/radar be equipped in the front of car to detect to sound sonorous alarm or recorded message to driver at the earliest among these sensors once obstruction detected by this sensor/radar, driver may lower car speed to avert automatic braking, of automatic voice sound.

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, the third sensor/radar automatically reacts both motor braking and mini-motor drawing to unlock lock device to brake and to release while sensor(s) detecting free to lower car speed safely at a longer distance, or using a second braking unit without lock for third sensor/radar, in which a revert timer be installed to switch off third sensor/radar for certain minutes letting cars approach closer during heavy traffic, of automatic lower speed system.

Detectable automatic braking system referring to claim 1, wherein color signal lamp being "on" showing to driver while entire braking system being "off", driver may switch off the entire system by a driver's contact when necessary or driver finding impossible to balance his car on ice-covered road if braking operating, in which a thermostat be installed to disconnect color signal lamp in winter snow, of automatic safety system.

2. What I claim as my invention is : Detectable automatic alarm system used for all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, airplanes, ships, etc including:

Small sensor(s)/radar(s) or detectable devices equipping at both sides of a car to

sound sonorous alarm or recorded message to driver, indicator showing color signal lamp: right or left side be detected once running cars extremely approaching each other.

3. What I claim as my invention is : Automatic stop lamp system for traffic light including:

Extra lamp(s) be equipped for traffic light at a position to focus its beam at lighting zone limit on red to stop cars advancing on red that its beam has capacity to react function of Detectable automatic braking system on sensor(s)/radar(s) of front cars.

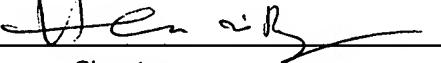
Detectable automatic braking system referring to claim 1, Detectable automatic alarm system referring to claim 2 and Automatic stop lamp system referring to claim 3 wherein the original elements, composition, function, structures, process of making, contents, illustrations, installation, of the invention, any other structures, modifications, replacement of parts assembling to make up the same systems or to perform similar devices referring to their original fundamentals to the same effect and combining the invention with any other devices or systems using other names are in the scope of the protection of the invention, the invention be used everywhere.

Certificate of Mailing under 37 CFR 1.8

I hereby certify that this correspondence is being deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to:

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

on 1/31/2005
Date


Signature

HENRI DUONG
Typed or printed name of person signing Certificate

Note: Each paper must have its own certificate of mailing, or this certificate must identify each submitted paper.

This collection of information is required by 37 CFR 1.8. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 1.8 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.